

HAWAIIAN GAZETTE

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Editor

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CHARLES S. CRANE, Manager.

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RAPID TRANSIT IMPROVEMENTS

The news, published this morning, that the Rapid Transit company is going to extend its double tracking on King street for nearly half a mile, without waiting for its franchise question to be settled, will be welcomed by the public, as it will tend to keep a more regular schedule on King street, and relieve the pressure at the rush hours.

The fact, also, that the company is considering temporarily extending its service beyond the present terminus, by means of auto buses, will also be welcomed by the residents of the several sections to be served.

What the Rapid Transit company and the public want is a definite settlement of the terms on which the company is to operate. The company has only a fifteen year franchise left, during which time, in addition to operating expenses and dividends, it must accumulate a sinking fund sufficient to pay off its entire stock and bond issue. This is a heavy charge, and until the company knows where it stands, it is not warranted in making any more heavy capital investments.

The improvements and extensions above noted are an indication of the progressive character of the company's management, but ordinary financial sense demonstrated that with a \$2,000,000 overhead charge to pay off, it cannot safely materially increase this burden.

With an extension of the term of the franchise even on less favorable terms, the company is willing not only to make extensions, but to leave the decision of what the extension shall be, to the Utilities Commission, appointed by the governor.

What good reason is there for further delay?

The Governor charges that the company has violated its franchise. The company denies the charge and asks to have the question referred to the supreme court for decision.

Was ever there a fairer proposition?

As a rule, a public utilities corporation fights off investigation and seeks delay by every imaginable technicality. The Rapid Transit Company waives all delay and technicalities and challenges investigation and final decision.

Why not take the company at its word, clear the decks for action and find out just what the legal status is? Then development of Honolulu's street car system can proceed promptly and intelligently.

It is up to the Governor to accept the company's proposition to submit the matter to the court, or give a reason for not doing so.

"THE CRIME OF HAWAII"

Back in Washington there are a lot of presumably well-intentioned Americans who are much worried as to what Hawaii is going to plant next, to take the place of sugar cane.

The sugar industry, it seems, is an iniquitous industrial cancer that has been nursed along by a half dozen or so abnormally wealthy and unscrupulous "barons" until it has developed into a full-fledged "octopus" that is now sucking the life blood out of the down-trodden population of Hawaii.

Squashing octopi is considered a legitimate pastime by a lot of people that never saw one of these marine insects—men who could not tell the difference between an octopus and a sunflower if they saw the two growing on the same vine.

Agonized inquiries come to Hawaii every mail day, usually with a five-cent stamp on the envelope and marked, "foreign"—as to WHY Hawaii continues to be foolishly contented to grow cane.

Well, we will tell you. Hawaii continues to grow cane because there is a profit in the business.

Forty-five thousand planters and farmers and their hired men produced an agricultural crop on 240,000 acres of land last year that brought in the small sum of \$180 per acre in gross returns. This is eight times what the mainland wheat farmer draws down when he sells his grain.

The half dozen big octopi and the other 44,994 octopilets divide up the profits. Then the crumbs they left were split up among the twenty thousand shareholders who only supplied the capital to finance the operation.

Most of these insects—octopi, octopilets and shareholders alike—have families, the members whereof are well fed, well clothed, well housed, happy, comfortable and contented.

This, confidentially, is the "Crime of Hawaii," the situation that needs to be cured.

Any statistician who puts his attention to it can prove with one hand behind his back (palm up and extended, one eye closed), that it would be much better for one man to grow ten acres of eighteen-dollar wheat than for two men to grow ten acres of \$180 cane. The logic is unapproachable.

The Japanese, Filipino, Okinawa or Korean farm hand who grows cane in Hawaii for a wage of twenty-two dollars per month with house, wood, water and medical attendance thrown in, is a national menace compared with the eighteen dollar a month Lithuanian, Mexican, Armenian, Czech or Sicilian wheat-growing farm hand who never gets sick, never washes, and sleeps in the hay stack.

The logic of that is also unapproachable, except, in the case of the wheat grower, from the windward side.

The mystery of "What is the matter with Hawaii?" ought to be investigated.

THE PASSING HOUR

Foreman Hurley, who furnished The Advertiser with carbon copies of his regular month to month reports to the road department statistician, to prove that juggled statistics had been handed out to the public in an effort to demonstrate "savings," deserves the thanks of the community. His action is not treason to the city engineer. He is not being paid by the city engineer or any other official, he is being paid by the taxpayers, in whose interest he is employed, and owes it to the taxpayers to present the truth. His letter to The Advertiser was not volunteered. It was solicited, inasmuch as there has been so much comment on the figures published by Mr. Wall, and so much doubt cast upon their correctness by others in positions to know the facts. The published remark that Mr. Hurley "deserves to be fired" is to be expected, however. Everyone who tells the truth about a public official "deserves to be fired," in the opinion of some. Honolulu is a fine place in which to denounce incompetence and graft in general terms, but no place in which to get right down to brass tacks. Then efforts for improvement

BRADSTREET'S "LOOKING FORWARD"

"With the results of 1914, that year of a hundred years' in mind, one would be rash who would pin himself down to hard and fast predictions as to the course of 1915 trade."

"On the stock market theory that all the bad news is out, any possible changes would seem to be for the better," says Bradstreet's.

"It needs to be remembered that following the first crash of hostilities and the succeeding recuperation, the effect of the immense war expenditures has been a stimulating one, and European as well as American industries catering in any way to war conditions have been accelerated. It was so in our civil war, and there is historical basis for the claim that replacing the waste of war has often given an impetus to a varied line of industries."

"The financial results, the debts piled up, the ruin of the fought-over regions, the industries destroyed, the lives lost, the trade formerly possessed gone beyond recall, must be left to the future to record, but it must be remembered that the world as a whole inevitably pays the bill as truly as the business community pays the loss from failure or from fire."

"The lot of the neutral in the war is not an altogether pleasant one—we in this country have felt this already, but as the leading neutral country, a position which it is to be hoped we will retain, we seem destined to fall heir to much of Europe's lost trade. On the surface of things, it might be said that we have completed in the form of bankruptcies a vast volume of liquidation that harmful as it has been, will not need to be done over again."

"We now have a real currency system, and the time-honored American currency panic seems to have lost most of its power for evil. It is to be hoped that the bulk of our recent legislation, but notably the tariff and the ship registry bills, will bring us new customers."

"Our crops have been large, and, even with the loss in cotton, have brought nearly as much money as the best of previous years. Our conduct as a nation has made, not lost, us friends among the belligerents, and some of the events of the year have taught our manufacturers and statesmen the value, indeed the necessity, of strengthening our manufacturing resources and our shipping facilities where the war has demonstrated that weaknesses exist."

"All in all, the American business man seems justified in taking leave of 1914 with few regrets and more hopes than seemed possible at some disturbed periods in the recent past."

WAR TALK BREEDS WAR

No people will ever be assured of peace if it thinks war and talks war and is continually told that war is inevitable, says the Milwaukee Journal.

If any one thing lies at the bottom of the general war in Europe it is the conviction expressed again and again, until it came to be thought a truism, that a general war was at some time inevitable. Very properly, therefore, The New York Journal of Commerce censures Congressman Mann for taking occasion, in opposing a measure promising ultimate independence to the Philippines, to insist that war between the United States and Japan is inevitable. With the merits of the Philippine measure we are not now concerned, though we doubt if the present time is opportune for such a declaration. The point is that Congressman Mann used his position as floor leader of the Republican minority in the house to lend weight to the assertion that Japanese interests and our interests are bound to bring conflict.

Mann is wrong. The interests of neither Japan nor the United States would be benefited by war. Nor is there any ground for asserting that Japan has cast covetous eyes on the Philippines.

But the main point is that in such assertions lie the foundations of distrust and hatred. No structure of peace, nor even of commercial advantage can be raised on hatred. It is to be regretted that Mr. Mann prefers to cast whatever weight words carry on the wrong side, that he is seldom found among those who build up, that in this he failed to recognize that "the fruit of righteousness is sown in peace of them that make peace."

Honolulu Wholesale Produce Market Quotations

ISSUED BY THE TERRITORIAL MARKETING DIVISION
Wholesale Only. January 21, 1915.

BUTTER		POULTRY	
Small demand for Island fancy.		Demand good for fat chickens. Mus-	
Glenwood receipts light. Good demand		covy and Pekin ducks plentiful.	
for tub butter; receipts light.		Broilers, fat, 2 to 3 lbs., lb.	35 to 40
Fancy Island	45	Young Roosters, lb.	30 to 32 1/2
Island tub	28	Hens, good condition, lb.	25
EGGS		Turkeys, lb. (none in market).	
Island eggs plentiful; receipts heavy.		Ducks, Muscovy, lb.	25
Priests dropping.		Ducks, Pekin, lb.	25
Fresh Island, doz.	40	Ducks, Hawaiian, doz.	6.25
Duck eggs, doz.	30	Geese, lb.	30
VEGETABLES AND PRODUCE		PEANUTS	
Beans, String, green, lb.	30	Peanuts, large, lb.	35
Beans, String, wax, lb.	30 1/2	Peanuts, small, lb.	30 1/2
Beans, Dry	4.00	Onions, Island (will arrive soon).	
Maui Red, per 100 lbs.	4.00	Green Peppers, Bell, lb.	34 to 36
Calico, per 100 lbs.	3.00	Green Peppers, Chili, lb.	25 to 26
Small Whites, per 100 lbs.	4.00	Potatoes, Irish, New, Island.	
Dried Peas, per 100 lbs.	4.50	clear skin, lb.	20 1/2
Beets, doz. bunches	30	Pumpkin, lb.	10 1/2 to 11 1/2
Cabbage, lb.	10 1/2 to 12	Sweet Potatoes, native vari-	
Beans, Lima, in pod	10 to 14	eties, per cwt. (market over-	
Carrots, doz. bunches	40	stocked)	85
Corn, Sweet, per 100 ears	2.00	Taro, wet land, cwt.	120
Corn, Haw. small y'w.	38.50 to 39.50	Taro, bunch	15
Corn, Haw. large y'w.	37.00 to 38.50	Tomatoes, lb.	10 to 12
Cucumbers, doz.	40 to 50	Green Peas, lb.	10

FRUITS	
Limes, 100 (good demand)	75 to 85
Pineapples, doz.	40 to 45
Strawberries, lb.	25
Watermelons (none in market).	
Pome. lb. (plentiful slow	
sale)	25 to 30
Papayas, lb.	10 to 12
Rosella	34

LIVESTOCK	
Beef cattle and sheep are not bought by dressed weight.	
at live weights. They are taken by the Hogs, up to 150 lbs., lb.	11 to 12
meat companies, dressed and paid for Hogs, 150 lbs. and over, lb.	10 to 12

HIDES, Wet Salted	
Demand good for hides.	
Steers, No. 1, lb.	14 1/2
Steers, No. 2, lb.	13 1/2

DRESSED MEATS	
Beef, lb.	11 to 12
Veal, lb.	12 to 13
Lamb, lb.	15

FEED	
The following are quotations of feed	
f. o. b. Honolulu:	
Corn, small yellow, ton	42.00 to 44.00
Corn, large yellow, ton	42.00 to 43.00
Corn, cracked, ton	42.00 to 43.50
Barley, ton	38.50 to 39.00
Wheat, ton	37.00 to 37.50

The Territorial Marketing Division under supervision of the U. S. Experiment Station is at the service of all citizens of the Territory. Any produce which farmers may send to the Marketing Division is sold at the best obtainable price. A marketing charge of 5 per cent is made. It is highly desirable that farmers notify the Marketing Division what and how much produce they have for sale and about when it will be ready to ship. The shipping mark of the Division is U. S. E. S. Letter address Honolulu, P. O. Box 1387. Salesroom Ewa corner Nuanu and Queen Sts. Telephone 1840. Wireless address U. S. E. S.

A. T. LONGLEY, superintendent.

PATRONAGE AND EFFICIENCY

Mayor Lane deplores the prospect of a family quarrel in the municipal administration over the disposition of patronage, and in this he voices the sentiment of the average Honolulu. We want no quarrels over jobs. At the same time, we expect Mayor Lane to keep foremost in his mind the fact that he has been placed in office to carry out certain, definite policies, the whole spelling efficiency. If the mayor is willing to learn by the mistakes of his predecessor and those who worked with him, he will keep his own hands off the various departments and insist upon the supervisors doing the same, and will place upon the nominated heads of the various bureaus the sole responsibility of running them efficiently, with whatever subordinates the bureau heads desire.

According to the silly notifications sent out a short time ago, practically every salaried employee of the city has been warned that his "position" is vacant at the end of this month. The offers at various waterworks pumping stations got these notices; the stationmen and teamsters in the road department got them; the janitors of the schools received them. The idea, we suppose, is to reappoint the majority of these men but to make it plain to them they owe their jobs to Mayor Lane and his associates and not to the fact that any of them have made good, while for the more important jobs it is taken for granted that political changes will be made, with the heads of the bureaus affected having only an advisory part in the selections.

This is a decidedly and fundamentally wrong way of proceeding towards efficiency. It is a continuation of the very thing that has brought about the inefficiency and the waste for which an indignant community kicked Mayor Fern and his crowd out of office. It is not too late for the present administration to adopt the only policy whereby the taxpayers will get value for their money, the policy of holding the departmental heads strictly accountable for what transpires in their particular departments and giving them an absolutely free hand to run their departments untrammelled by outside, political interference.

A DUTCH APPEAL FOR BELGIUM

Little Holland is doing much for stricken Belgium, her neighbor, the woes of the non-combatants of that sister kingdom being right before the eyes of the Dutch, and the appeal for more help, which has reached America from The Hague should attract the attention even of ears assailed with the pleas of scores of organizations, each working for some one of the very many subjects of pity in Europe.

It is the Dutch head of the Antwerp Belgian Refugee Committee, W. A. van der Veen, who sends the fresh appeal, through the Associated Press, to America. Those who are on the ground find that they face a twofold difficulty—getting the supplies they need for the millions in want, and then reaching the people with these supplies.

"The fact is, the distress in Belgium is very great," says Mr. van der Veen. "Much is being done in various directions to afford relief, but there are many difficulties which are hard to overcome. There are still seven millions of people in Belgium and they all require to be clothed and fed. One can imagine what these difficulties are, if one remembers that our own country has a population of about six millions."

Entire districts, for instance Flanders, Luxemburg and Hannaut, are completely cut off from the whole world. There are no official reports concerning the distress and it is impossible even to estimate all that is necessary. All we know about the distress we have learned by personal inquiry in the immediate neighborhood of the great central places, and what we have seen there is quite sufficient.

"If a severe spell of cold weather should set in, thousands will be killed. A cold east wind will break the weak bodies and children and old people will die in thousands. To all this must be added typhoid fever and other diseases and then one will understand how helpless we feel confronted with such misery."

"It would be unjust not to acknowledge with thankfulness all that is being done by the Comité Nationale de Secours, by the Rockefeller Institute and the British Relief Fund. But still the difficult problem exists how to get the necessities of life to those places where they are urgently wanted. The means of transportation are too few and too slow. The roads and bridges are either in a bad state or complete destroyed and the necessary precautions of the military authorities against spying do not further the work of relief."

"There is only one way in which effective assistance can be rendered and for that we must be enabled to get foodstuffs to all places where the need is the greatest. Great quantities of provisions must be stored in central places, doctors with medicine and drugs must be quickly sent to all places affected by disease and such districts must be isolated to prevent the further spread of epidemics."

"Further permission must be given to send and receive letters, so that persons in better circumstances may be able to receive money from the interior or from abroad and a better working of the banking system must be instituted so that everybody may be enabled to raise loans on securities."

Mr. van der Veen concluded: "Every government, every philanthropic institution in the world ought to send money and motor cars for the transportation of provisions. With a few hundred of these cars we could do much."

STIRRING UP TROUBLE

The sailing from New York yesterday of an American chartered steamer loaded with food stuff billed for a German port, as well as the proposed sailing from Galveston this morning of the steamer Dacia, a recently-transferred German steamer, with cotton for a German port, appear deliberate attempts to invite seizure of these vessels by the British blockaders in the hope of creating a diplomatic tension between Great Britain and the United States.

Naturally, the Wilhelmnia will be seized by the British if they can catch her, just as the American ships would have seized any neutral vessel attempting to carry food stuff to Havana at the time of the American blockade of that port.

The British have already announced that they will seize the Dacia, claiming a right so to do under international law.

However, each seizure, if it be made, will furnish the excuse for a campaign to inflame the American public into unreasonably, and to offset this, we suppose, the pro-British among Americans will start a counter-agitation, the probable ultimate effect being no benefit for either side to the controversy and a whole lot of new hatred between neighbor and neighbor.

The American government has already discountenanced in advance any agitation regarding the Dacia, by refusing to insure the ship in the government bureau. It will have to refuse to take cognizance of any protest against the seizure of the Wilhelmnia, or throw all naval precedence aside, a remote possibility.

MAYOR LANE SAYS HE REGRETS 'SPLIT'

Sorry To Learn Four Supervisors Have Combined To Oppose Program of Appointments

Mayor Lane expressed regret yesterday that four members of the board of supervisors, at their caucus Sunday afternoon, should have entered into any agreement to block any appointments which might be made or hamper him in proposed legislation.

"I am sorry to learn that there is any prospect that the harmony which has existed since the present administration took office will be disrupted. I had hoped that all our meetings would be as harmonious as those we have held. It is to be regretted if we are to indulge in the bickering which so reflected on the last administration. I was elected on an efficiency program, and propose to follow that program."

"Perhaps the supervisors who have declared they will oppose me do not realize that there is no ordinance which gives the city engineer power to appoint all employees under him. And furthermore they perhaps have failed to realize that any appointive official or employee is always on probation and can be dismissed at any time that he is deemed incompetent or inefficient."

Supervisor Hollinger yesterday declared emphatically that he has not and will not tie up to any clique or combination of supervisors, and will always vote the way he thinks right. It is understood, however, Hollinger will support the mayor in all appointments. Supervisor Ahis is known to be very close to the mayor and probably will support him in all measures.

SENATE DEMOCRATS BEHIND PRESIDENT

(Associated Press by Federal Wireless.) WASHINGTON, January 25.—The Senate Democrats in caucus decided unanimously to make the ships' Purchase Bill a party measure and back it in the fight in congress as such. Originally there were three dissenting Democratic votes.

This decision means the fiercest fight known in years. The Democrats are resolved to push the bill to passage regardless of the fate of the appropriation bill, giving a prospect of an extra session of congress.

Secretary of the Treasury McAdoo and Secretary of Commerce Redfield have submitted to the senate evidence that Trans-Atlantic freight rates have risen in some instances from 90 to 150 per cent. If the present rates are maintained, it is declared, they will constitute a charge on American shippers exceeding a half billion dollars annually.

COLLIER TO BRING BODIES OF SAN DIEGO VICTIMS HOME

(Associated Press by Federal Wireless.) SAN FRANCISCO, January 25.—It is expected that the collier Saturn will bring north the bodies of the five members of the engine crew of the cruiser San Diego, killed in the boiler explosion of Friday last.

SAN FRANCISCO EDITOR CHARGES PLOT TO KILL

(Associated Press by Federal Wireless.) SAN FRANCISCO, January 25.—Harry Hargrave, editor of the X-Ray, a virulent San Francisco weekly, on Saturday swore out warrants charging conspiracy and attempt to murder against Carlton Wall, proprietor of Teichau Tavern; Eddie Oransey, the well known prizefight referee, and Jack Birmingham, a millionaire. They had renounced criticisms published in the weekly. All were arrested and let out on bail.

RELIEF SHIP CAMINO IS NOT YET IN PORT

(Associated Press by Federal Wireless.) HALIFAX, January 25.—Little progress was made yesterday in getting the disabled relief ship Camino into port, and the vessel came very nearly going to destruction on the rocks at Chebucto Head.

Buffeted by tremendous seas, the towing hawser to the Kanawha parted yesterday. The vessel, conveying the Camiro, were powerless to help her in the heavy seas, and with her engines helpless she was fast drifting on the rocks when a shift in the wind drove her off shore and she was safely anchored.

The convoys are standing by, waiting for an opportunity to get another line aboard as soon as the weather will permit.